

City Council

Special Meeting Minutes

**May 28, 2019
Library Meeting Room
951 Spruce Street
7:00 PM**

Call to Order – Mayor Muckle called the meeting to order at 7:00 p.m. The following members were present:

City Council: **Mayor Robert Muckle**
 Mayor Pro Tem Jeff Lipton
 Councilmember Jay Keany
 Councilmember Susan Loo
 Councilmember Dennis Maloney
 Councilmember Ashley Stolzmann

Absent: **Councilmember Chris Leh**

Staff Present: **Heather Balser, City Manager**
 Megan Davis, Deputy City Manager
 Nathan Mosely, Parks, Recreation, & Open Space Director
 Kurt Kowar, Public Works Director
 Rob Zuccaro, Planning & Building Safety Director
 Meredyth Muth, City Clerk

DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN PROJECT LIST

Mayor Muckle stated his goal for tonight was to look at the broad principles of the Transportation Master Plan (TMP) and the prioritization of projects.

Director Zuccaro stated this is the last stage of this process with Council before taking a final draft to the boards and the public. He noted the Preliminary Project List is still flexible. The list includes broad policy issues and very specific projects. He added this is a 20-year list to include both immediate CIP projects and long term projects.

Director Zuccaro introduced Shaida Libhart and Alex Weinheimer from consultant TEI who are working on the plan with staff.

Director Zuccaro reviewed the goals of the TMP and noted these projects cross all aspects of the plan. The project list is divided by type of project but they are connected. The list is divided into these sections: corridor projects, underpasses, at grade crossings,

multi-use paths, the bike network, sidewalks, transit, and the downtown corridor. He added the City has great infrastructure in place, and while some projects are needed to address future congestion, many are just incremental improvements.

Director Zuccaro reviewed the list by category noting some projects are already into the planning process including the Hwy 42 Widening Project. He stated the underpasses are meant to complete regional connections and to separate bicycles and pedestrians from cars. At grade crossing improvements give the City great improvements at a fraction of the cost of underpasses. The majority of these are focused on regional routes and school routes. We have a great network of multi-use paths now and this can improve it. The bike network is for sharing the road safely with bicycles. The sidewalk projects include connections and widening. The transit projects includes access and bus stop improvements. Finally, the Downtown connector would be a grade separated connection from the Rec Center to Downtown that could accommodate all users and abilities.

Director Zuccaro stated staff completed a rating exercise on the projects as a starting point for consideration. He stated staff also looked at various funding scenarios and he reviewed the current funding in the budget for an overview. He reviewed next steps including completing the draft and taking it to boards and the public. The Plan will come back for adoption later this summer.

Councilmember Loo suggested Council conduct a site visit to see each project. Councilmember Maloney stated perhaps Council should rank the projects first as many will fall out due to priority or cost. Director Zuccaro stated if there are specific projects Council wants to visit it can be arranged.

Councilmember Loo stated she is concerned there was input from advocacy groups to get certain projects done. She would rather use empirical data to see what is needed not just what is wanted. Director Zuccaro stated the Plan does use empirical data (traffic counts and accident data) where available; however a community-wide TMP is also meant to address community desires and quality of life issues. Both of those types of improvements are on this list. Deputy City Manager Davis stated the Plan also includes information about demographic trends, expected growth, and travel demands. Director Zuccaro noted any project that doesn't have Council support can be removed.

Director Zuccaro stated the number one priority of both residents and Council is Hwy 42 which is the most expensive project.

Mayor Muckle stated Council needs to go through the list first to determine how much more information we need on the projects. Many projects are clearly valuable to the community for quality of life issues but are not going to score well on a traffic study level.

Mayor Pro Tem Lipton stated Council needs to identify the policies we want in place and make sure there is a public process. We shouldn't be designing projects or getting into the granular details of the projects. The information in the report is not very surprising.

Our responsibility is to decide if these projects meet our policies not to discuss the details of each project.

Councilmember Loo stated the price tag on this is phenomenal and the list is aspirational. She will have to tell her constituents that two-thirds of these projects are just too much.

Councilmember Maloney stated we are not at the budget conversations yet; we need to identify what is critical and important; some projects have cost-effective alternatives.

Mayor Muckle stated we don't know what funding will be, there are options. We should have a list that is both specific and aspirational. There is value in the rankings even if we don't have funding identified currently.

Corridor Projects

Councilmember Stolzmann asked that the cost of right turn lanes be included in the Corridor 4, Via Appia information rather than the Downtown connector project.

Corridor 6, South Boulder Road – Director Zuccaro stated this is a new study that came out of the NAMS process. This would be a study in the next 10 years or so to look at getting people from Lafayette to Boulder. It would be a regional project with surrounding communities to study South Boulder Road as a whole. Councilmember Stolzmann and Mayor Pro Tem Lipton do not support such a project; we have other priorities. Mayor Muckle stated a lot of base work has been done in the NAMS study and deciding we don't have any interest would be throwing out a lot of work and access to possible funding.

Members would like to make sure the transportation projects in the McCaslin Small Area Plan are included in this plan.

Councilmember Stolzmann would like the Kaylix connection to South Boulder Road shown on the map. Councilmember Loo agreed.

Councilmember Loo stated she wants to reiterate that Via Appia should not be reduced to one lane.

Councilmember Stolzmann would like a secondary road network in the McCaslin area included. Director Zuccaro noted street connections through private property are not shown here so as not to alarm owners, but they can be helpful for redevelopment. Members agreed to show that.

Councilmember Stolzmann would like noise mitigation for US 36, Dillon Road, and the Hwy 42 and 96th Street corridors included in the list as she gets requests for these frequently. Councilmember Stolzmann would like a full movement intersection on McCaslin north of Lamar's.

Underpass Projects

Mayor Muckle stated he is supportive of funding the underpass a Steel Ranch/Bullhead Gulch with the cost increase; we have promised this underpass for a long time now.

Councilmember Stolzmann would like to keep all of the underpasses on the list even knowing we can't afford them all without new revenue.

Councilmember Stolzmann stated the Dillon/88th underpass seems like it's unnecessary as there are other safe ways to cross the street nearby. Libhart stated it was included to help traffic flow and maintaining flow in the future and hold off upgrading capacity on Dillon. Members decided to leave this as a long-term goal.

Members discussed their various opinions for prioritizing of the underpasses.

Mayor Pro Tem Lipton stated the at grade solutions are much cheaper and seem to work in most communities. He stated traffic flow is a key criteria for underpasses and we need strict criteria for when we build an underpass.

Councilmember Maloney stated he would like to use at grade solutions rather than underpasses for South Boulder Road and Via Appia, South Boulder Road and Main Street, South Boulder Road and 95th Street, and the Powerline Trail at Dillon. He stated that we should start with the at grade improvements before exploring underpass options.

Councilmember Stolzmann would like to keep the underpasses in the plan and consider asking the public for dedicated funding.

Director Zuccaro stated the at grade improvements would happen first and an underpass could be considered in the future. Councilmember Maloney stated these community requests are likely far too much to fund. We need to set priorities for what we can do. He would keep them on the list, but far down on the priority.

Mayor Muckle stated it is important to list the crossings we want to address whether it is at grade or not; he would like to do what we can to keep the long-term projects on the list.

The consensus was to add underpasses to the list at South Boulder Road and Eisenhower, Lake Park and Via Appia, Dillon Road and Powerline Trail, and the Powerline Trail and Via Appia. Keep them on the list for if/when we can afford them.

Mayor Pro Tem Lipton would like a statement included with the list that the City will pursue at grade upgrades first before going directly to underpasses and include the general criteria of what is evaluated before an underpass is considered.

At Grade Improvements

Director Zuccaro stated there are many of these. They focus around schools, where there are safety benefits, and where there are regional connections.

Councilmember Stolzmann would like criteria to explain to people when we do a crosswalk, when we do a flasher, when do a beacon, etc. Weinheimer stated there are national standards to use for this. Director Kowar stated sometimes it is contextual to each location.

Mayor Muckle agreed having some general standards would be helpful to explain to people how we make decisions.

Director Zuccaro stated AG23 is a policy decision on whether to make permanent the intersection upgrades we did last year. Councilmember Loo stated she hears from residents that they don't like the additions to the crossings as they are difficult to navigate and unattractive. Mayor Muckle stated they do seem to work to slow down traffic.

Councilmember Maloney stated we want to be able to explain the reasoning of how we got here. The list is good, we need to be able to communicate it well.

Members agreed more criteria/principals should be listed to be able to understand why projects are on the list.

Council agreed to remove the addition of stops signs on Main Street.

Councilmember Stolzmann would like to add two projects: 1) shorten the crossing at Pine Street and Hoover Avenue and 2) close the parking lot at the Daughenbaugh Open Space as it is poorly used and crosses the path.

MultiUse Paths

Councilmember Maloney noted some areas on the trails where perhaps the crusher fines could be replaced with pavement to make better routes that could be used by more people, particularly from the McCaslin/US 36 bus stops into town. Councilmember Stolzmann agreed better connections to McCaslin from the bus stops should be included.

Members agreed to add some areas showing "desired connections" which are connections we would like to see but are not specific routes as we do not own all of the property for them. Council agreed to remove MU5, the path along Griffith Street.

Members reviewed some details and well as the pros and cons of the various projects.

Councilmember Stolzmann suggested adding the following trails:

- 1) one from the North Open Space to Steel Ranch at the at grade crossing of the railroad at Steel Ranch where there is a social trail currently;
- 2) a route connecting the Hwy 42 grade-separated bikeway to US 36 to the south and north to 119;
- 3) rerouting the Coal Creek Trail along the creek from Dutch Creek east under County Road. Muckle agreed this one should be on the list.
- 4) connecting the Coal Creek Trail to Dillon Road at 88th Street;
- 5) an official trail from Lois to the Warembourg Fishing Pond;
- 6) trail from Saddleback Subdivision to Coyote Run;
- 7) trail access from the Enclave to Davidson Mesa;
- 8) a second trailhead from Centennial Valley to Davidson mesa;
- 9) a new trail on the ditch from Pine to Louisville Elementary;
- 10) a trail from the Grove Subdivision to Leon Wurl Wildlife Sanctuary
- 11) a trail on the north side of Kestrel

Councilmember Keany left the meeting at 10 pm.

Bike Network

Director Zuccaro stated this includes restriping to add bike lanes, formalizing bike lanes with paint, and separated lanes when possible. Members discussed the various proposed routes.

Sidewalks

Councilmember Stolzmann stated she would like Council to consider the area north of Clementine Commons as the place for a possible commuter train station and offered suggestions for some new sidewalks in this area and on Cherry Street.

Councilmember Stolzmann asked Council to consider enlarging the vision clearance distance requirement at intersections by removing parking spaces.

Transit

Director Zuccaro reviewed the proposed transit projects including bus stop improvements, a CTC/McCaslin circulator, access improvements to the McCaslin Park 'n' Ride; and Northwest rail peak hour service.

Councilmember Stolzmann would like the quiet zones added to the transit list; she suggested adding a trolley or a more fun option for local flex rides. She also would like two separate circulator routes for CTC and McCaslin, and changes to the 228 bus route.

Downtown Corridor

Weinhemer stated this is a possibility for a new off street connection from the Rec Center to Downtown; this would be a good east-west trail connector. Tyler and Pine are both

wider than is needed and that space can be used for a bidirectional bikeway connector and still have enough room for cars. In Downtown it can consolidate the bikes on certain streets and direct them to Downtown. It is a way to connect a number of destinations we heard about from the public.

City Manager Balser asked Council if they are interested in pursuing this.

Councilmember Loo stated this is very expensive and she feels the money is better spent on McCaslin.

Mayor Muckle likes the idea and the ability to connect destinations. He supports moving it forward, perhaps doing it in pieces.

Councilmember Stolzmann would like it made into two projects; one using the existing trail in the Warembourg Open Space rather than Pine Street, and a separate section for Downtown.

Councilmember Maloney likes some of the ideas and the concept, but is taken back by the cost.

Mayor Pro Tem Lipton said it is a nice idea but for him it is a low priority based on the cost. He would rather see something like this for McCaslin.

Mayor Muckle moved to continue the remaining two items to the June 4 meeting; Councilmember Maloney seconded. Mayor Pro Tem Lipton suggested a 6 pm start time.

Vote 3 – 2 to continue the items and start at 6 pm; Councilmember Stolzmann and Loo voting no.

ADJOURN

Members adjourned at 11:08 pm.

Robert P. Muckle, Mayor

Meredyth Muth, City Clerk